

Ripped from the ROUNDUP

Ripped straight from the pages of old Space News Roundups, here's what happened at JSC on this date:

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After a year of vibration tests at Marshall, the *Enterprise* was flown piggyback April 10 to KSC where it will be used in "pathfinder" exercises, designed to give Space Program employees experience in handling pre-launch operations and activities.

Chief of Aircraft Operations, Joe Algranti; Kenneth R. Haugen, JSC pilot; and Fitzhugh Fulton, Dryden pilot, flew the NASA 747 that carried the *Enterprise* to Florida.

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Final preparations are under way at Kennedy Space Center's Launch Complex 39-B on *Atlantis* for the scheduled launch next Friday of mission STS-30 to deploy the Magellan interplanetary spacecraft to map Venus.

Shuttle managers last week recommended holding the launch to the original launch target date of April 28 announced in the October 1987 shuttle manifest. Launch on Friday could occur during a 23-minute window beginning at 1:24 p.m. CDT and ending at 1:47 p.m. The window was increased late last week to protect for a contingency abort across the Atlantic which requires landing no more than 15 minutes after sunset overseas.

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Endeavour landed Wednesday in California following 11 near-perfect days in orbit on shuttle mission STS-59, a mission that gathered radar images of the Earth's topography, environment, geology and oceanography.

Flight controllers were prepared for *Endeavour* to return to either Florida or California, after having added two extra days to the planned nine-day mission. One day was added to allow additional radar images to be gathered while another day was added when weather at Kennedy Space Center on Tuesday proved unfavorable for a landing there.

The Space Radar Lab-1 instruments aboard *Endeavour* worked flawlessly during their first trip to orbit.



OSHA gets first look at JSC Safety Program

By Mary Peterson

ALOT HAS BEEN WRITTEN and said in recent months about the Voluntary Protection Program and JSC's pursuit of the OSHA VPP Star status, but, as former New York Mayor Ed Koch was prone to ask, a JSC employee may be apt to ask, "How'm I doin'?" That question was posed, at least indirectly, to the Region 6 (Texas, Oklahoma, Arkansas, Louisiana, and New Mexico) OSHA VPP Manager John Stiles during a recent visit to the center.

Indeed, how is JSC doing?

To give OSHA some insight into the JSC Safety Program—where it has been, where it is now, and where it is going—SR and QA Deputy Director Rich Dinkel mounted a detailed presentation for Stiles and fellow OSHA representative and Regional Office Director Ray Skinner.

"Our safety program in flight safety has long been world class," said Dinkel, "but we realized we needed to extend it to include our on-the-ground people and operations, which, frankly, got second-billing. This was until 1994, when we got a real wake-up call." Citing the accidental release of an orange cloud of hydrogen tetroxide that could have had potentially disastrous results, Dinkel related how this incident had been the catalyst for subsequently developing the many safety and health initiatives and controls that were far more sophisticated than anything ever before seen at the center. Said Dinkel, "It also was the genesis of a Safety Review Board, and with that, things began to happen."

Personal performance plans were amended to reflect safety; the center director's hotline was established; and line-management-driven safety committees took shape. The Emergency

Operations Center was established not only for site workers, but as a community outreach program as well. Safety and Total Health Day, a full stand-down day for all employees, became an annual event, and the *Safety and Total Health* newsletter was developed to give the program a cohesive identity and to provide a forum in which employees could give voice to their ideas, suggestions, and even complaints, on matters concerning their safety and health. These things and more have been done, all in the interest of making JSC a safer, better place to work.

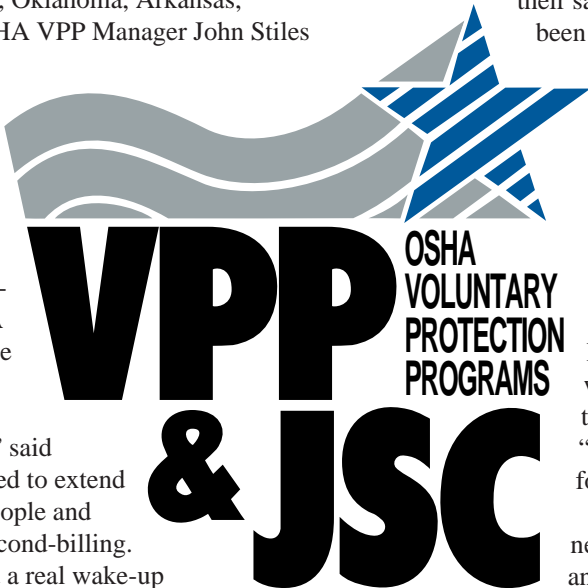
Has it all helped? "You only have to look at the metrics. Not only has it helped, these incentives have worked very well," Dinkel said, pointing to the below-industry-standard for lost workday cases and the measurable savings in money and productivity that have resulted.

An attentive Stiles said, "We're impressed. It's obvious that you have put a lot of hard work into your safety program, and we want to partner with you in this." He said further, "I have no doubt that you'll pass [the evaluation for Star designation]."

Stiles, a former military aerospace engineer, once served at JSC, having worked three-and-a-half years in Mission Control under the leadership of former JSC Director Chris Kraft.

For this reason, he expressed personal pride in the fact that JSC is actively working toward VPP Star status. Recalling those early days with the Gemini and Apollo programs, Stiles reaffirmed how safety has grown in the space industry.

Certainly, space safety has seen dramatic improvement over the years. Now, that high-level of safety awareness has been translated to the ground. OSHA-VPP believes in JSC. With a little extra effort on everyone's part, can the Star be far behind? ■



Employees empowered for safety

Occurrence of commonplace hazard increasing in workplace

By Mary Alice Pruessner

IN JSC'S CLOSE CALL reporting system, the leading type of hazard reported in the last three years has been slips and trips, comprising 19 percent of all reports received. In the first quarter of this year, this hazard increased to 25 percent.

This trend indicates that either more people are aware of safety and, therefore, are reporting slips and trips more frequently, or that this hazard is occurring more often, or both. Whatever the conclusion, the solution is that employees need to increase their awareness of walking surfaces, weather conditions and other factors that contribute to slip hazards, including leather soles on shoes.

Many close calls and injuries at JSC occur when people are walking and not paying close enough attention to walking surfaces. In addition, some employees overload themselves with items to carry and then do not choose the safest route to their destination, a situation that has further complicated this hazard.

Recently, a JSC employee chose to take the stairs to reach a destination. With arms loaded with materials, the employee was unable to hold the handrail while descending the stairs, resulting in a loss of footing and a very serious injury that warranted a trip to the hospital. The injury resulted in a lost workday case.

This issue of slips, trips, and falls is a problem not only for JSC but also for many other organizations. According to a letter published by the Department of

Veteran Affairs in May 1997, this hazard is the "second leading cause of death in the workplace and the third leading cause in disabling injuries." This

letter further notes that "VHA medical and compensation costs associated with slips, trips, and falls totaled more than \$15.3 million in FY 1996."

The possibilities and uses for such a sum of money seem almost endless, especially in the prevailing "faster, better, cheaper" mindset.

To help alleviate these potential problems, many organizations now provide a short course called "Slips, Trips and Falls." Employees will create a win-win situation at JSC if they make a conscious effort to watch out for the safety of themselves and that of others. ■



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